The Federal Aviation Administration (FAA), in conjunction with interested airport and industry organizations, is working to ensure the timely identification and correction of airport systems using microprocessors that may malfunction due to an inability to recognize dates after December 31, 1999.

Because airport users, airport operators, and the FAA all have a stake in the uninterrupted operation of airfield systems, we have formed an Industry-FAA Y2K Airfield Working Group as a forum for the exchange of information on Year 2000 (Y2K) matters and for coordination between member organizations in efforts to assess and certify airport systems as Y2K compliant. Members of the group include the FAA, the Airport Council International-North America (ACI-NA), the American Association of Airport Executives (AAAE), the Air Transport Association (ATA), the Regional Airline Association (RAA), the National Business Aviation Association (NBAA), and the National Association of State Aviation Officials (NASAO). Member groups have already been active in surveying the status of airport systems and increasing airport and airline awareness of Y2K issues.

As part of this effort, we are also contacting manufacturers of equipment commonly used at airports to encourage the free exchange of information with the FAA, airport operators, and air carriers to ensure that airport systems will be Y2K compliant on January 1, 2000. For products that have microprocessors with a date function, including embedded microprocessors, which you supply to operators and tenants of airports, we request that you assess those products for Y2K compliance. If any of your firm's products are not Y2K compliant, we ask that you recommend a correction. If your company does not have the expertise or ability to check for Y2K compliance, you should consider contract services to ensure that a proper assessment is completed.

We request that you provide the results of this assessment and any suggested corrective action to current owners of the affected products including the operators of airports where the equipment is used or installed, with a copy to the FAA at:

> ATTN: Robert Bonanni, AAS-100
> Federal Aviation Administration
> 800 Independence Ave., SW.
> Washington, DC 20591

We invite you to contact the working group members at any time with questions, comments, or identification of any special problems or solutions to problems at your airport. A list of Working Group members and representatives is attached. The FAA also maintains an Internet web page on Y2K issues at: http://www.faay2k.com.

Thank you in advance for your support and prompt response. I appreciate your attention to this important issue.

Susan Kurland
Associate Administrator
 for Airports